

MAINE.

The Republican Legislature Rapidly Getting Down to Business.

A Farewell Broadside Fired at the Fusion-Fiat Concern.

Declaring It to Be Bogus and of No Earthly Consequence.

The Fusionists Meet in a Hall and Indulge in Speech-Making.

Several of the Sensible Ones Acknowledge the Hopelessness of Their Cause.

Others, However, Would Like to Submit Some Condemns to the Supreme Court.

And Yet Others Would Go So Far as to Call the Democratic Congress to Their Aid.

All of Which Is Indicative of the Early and Absolute Dissolution of the Rump Body.

DOWN TO BUSINESS.

THE REPUBLICAN LEGISLATURE.

The House of Representatives.

The Senate.

The Judiciary.

The Executive.

The Legislative.

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with no better a pantry—nothing to eat, nothing to drink, nothing to do. His quiet remarks provoked a great amount of laughter and applause.

The House, at 11:30, took a recess until 1 p. m.

THE SENATE.

The Fusion Senate met in an ante-room. Mr. Patton said: "We are waiting a reply from the judges whether they will accept of the decision of the court."

Mr. Barker said attempts were made to bribe him.

Mr. Thompson, of Knox, believed frauds were being practiced in his county.

Mr. Thompson, of Franklin, was sure that bribery had been practiced in his county.

Mr. Ellis said he wished the opinion of the court. He thought that the Fusion House was not a legal one, but that the Senate was.

THE JURY QUESTION.

It is thought that the committee will report in favor of an adjournment until May. The matter of the jury was taken into consideration.

It is not definitely known if it is believed that the Fusionists can hold out long unless money could be obtained.

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ing forward the Grant boom. Although no call has yet been issued for the State Convention at Chicago in June, there nevertheless has been some hard work done in the selection of delegates to the National Convention.

The Administration has given orders that none but true stalwarts are to be put on guard. The determination of the machine to send a Grant delegation to Chicago is the question of the hour.

It is not proclaimed on street corners. The question has been frequently asked, Are the managers in earnest? They certainly seem to be.

The Governor's recent appointment of all the judges of the State has been a great success for the Administration.

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resolutions offered had been previously drafted by Judge Leland, and they were reported by the Committee without change, and were unanimously adopted.

The proceedings of that meeting were published in the Ottawa Republican Aug. 5, 1874. The chairman of this meeting was Wells Wait, and the following named gentlemen were chosen officers: Edwin J. Bridges, of Ottawa, President; E. T. Bridges, of LaSalle, Secretary; and J. T. Leland, of Ottawa, Treasurer.

The Republic's account of that meeting says, amongst other things:

"After speeches by the President of the meeting, and by the Rev. M. J. Sweet, of Peru, and the reading of a letter from the Hon. John O. Edwards, of Ottawa, the meeting adjourned."

Mr. Bridges, of LaSalle, was elected chairman of the meeting, and the following named gentlemen were chosen officers: Edwin J. Bridges, of Ottawa, President; E. T. Bridges, of LaSalle, Secretary; and J. T. Leland, of Ottawa, Treasurer.

This Committee reported the resolutions, twelve in number, which Judge Leland had drawn up. The first of these resolutions is as follows:

RESOLVED, That, in co-operation with the friends of freedom in other parts of the Union, we hereby pledge to the accomplishment of the purpose of this meeting, to the accomplishment of the purpose of this meeting, to the accomplishment of the purpose of this meeting.

It was recommended in the last resolution that the voters of that Congressional District who had been elected to the House of Representatives should be elected to the House of Representatives.

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distress increasing in many localities in Ireland.

A Home-Rule Relief Meeting Drops Naturally into Politics.

An Appeal for Aid to the People of the United States.

Death of Jules Favre, the Eminent French Statesman.

The Abolition Bill Passed by the Spanish House of Deputies.

Weekly Review of the English and Continental Grain Trade.

IRELAND.

THE HUMANITARIAN.

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Rumania at Tikhiklar, says it may be so.

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Combination and Consolidation Continue to Be the Fashion.

Outright Purchase of the "Old Jackson Route" by the Illinois Central.

The Wabash Syndicate Thus Corrals

Special Despatch to The Chicago Tribune.
NEW YORK, Jan. 20.—An important conference was held in the Windsor Hotel to-night between J. N. McCullough, First Vice-President of the Borden-Bros. Company

term of years the Louisville & Nashville Railroad and all its old and recently acquired dependencies. Both gentlemen were extremely reticent when questioned on the sub-

from the fresh-water lakes on the north to the Gulf on the South, and from St. Louis to Savannah, were consolidated under one management.

the Pennsylvania Company. It would give to the Pennsylvania Railroad Company a trunk route, to which no other in the world offers a comparison, from New York to Philadelphia; thence westerly via Reading, Harris-

Green, Ky., to Memphis, with any number of branches tapping the territory through which it runs in all directions.

years. To secure these an equal amount of purchased stock was deposited in trust in the Continental Bank, to be there retained until the bonds shall

him to retain the management of that portion of the new route under the amalgamation. He responded that personal considerations alone would

for a conference. Saturday next
in this city was appointed. Mr. Newcomb
said, in this connection, that there was no
question of the right of the Louisville &

In regard to the intentions of the Company, Mr. Newcomb said it is proposed to build an extension to Charlotte.

Swomb denies positively all stories to the effect that the control of the Louisville & Nashville Company over the Nashville & Chattanooga Road and its dependencies is

known as the "Old Jackson Route," and its branches, by the Illinois Central Railroad Company. The terms were formally agreed to in the office of the latter Com-

Illinois Central stock for every
shares of their holdings. The purchased
company runs from New Orleans, La., via
Memphis, Miss., to Cairo, Ill., where it joins

Central Railroad Company
\$4,332,000 of the bonds of the
consolidated company. Default was
in the payment of interest on
bonds in 1876 and the roads

the branch road between Hamilton and
Law. It was to be sold under foreclosure
mortgages—there being four thereof, name-
ly: One to Edward Weston and Henry G. De-
st, Trustees of the East Division; an-
to Joseph T. Thomas, Trustee of the
West Division; a third to George L. Forest.

A dark, vertical, textured surface, possibly a book cover or a piece of wood, showing a vertical crease or joint. The texture is grainy and uneven, with some lighter and darker patches. A prominent vertical line runs down the center, suggesting a hinge or a seam. The overall appearance is aged and worn.

The Tribune.

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AMUSEMENTS.

Madison Square Theatre, 10th St. and Madison St.
 Grand Opera House, 10th St. and Madison St.
 Lyceum Theatre, 10th St. and Madison St.
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WEDNESDAY, JANUARY 21, 1880.

The West Virginia delegates to the Chicago Convention are expected to arrive here today.

The Maryland Legislature yesterday elected Arthur Gorman to the United States Senate for the term of six years following March 3, 1881.

The cable announces the death of Jules Favre, the eminent French statesman, lawyer, and Academician, aged 71 years; and of the sister of the Hon. William E. Gladstone.

It will be about \$100,000 in Pitts John Porter's pocket if the bill passes Congress giving him the rank and pay of Major-General from Jan. 30, 1863, to Sept. 1, 1866, and the rank and pay of Colonel from the latter date up to the present time.

This report that the Pope had called his displeasure at the warmth with which Parrell was received in New York by Cardinal McCloskey, and that the latter had refused to receive him, is entirely unfounded.

The murder of Jacob Miller at his doorway on Archer avenue last Friday morning is a little before daylight bids fair to remain a permanent addition to the already long list of crime mysteries occurring in Chicago.

The Tribune's inquest yesterday resulted in a verdict to the effect that the murderer is unknown.

ILLINOIS Republicans are very much enraptured at the appointment of Frank G. Johnson as Census Supervisor for the Second District of that State. Johnson is denounced as a Democrat of the most contemptible partisan stripe, and his selection by President Hayes is resented as a direct affront to the Republicans of the State.

EX-SENATOR HOWE, of Wisconsin, has written an elaborate essay for the North American Review in behalf of a third term for Gen. Grant, which appears in the February issue. We reproduce the same in order that our readers may see what can be said in a dispassionate and to a third term.

The third-termers consider the paper a strong one.

The first annual meeting of the Hotel Men's Mutual Benefit Association of the United States was held in Chicago yesterday, and was attended by a large number of members from all parts of the country.

Mr. Charles C. Hill, of the Sherman House, Chicago, was reflected President of the Association at New York, was fixed upon as the next place of meeting.

The female-suffragists have once more succeeded in bringing themselves into notice, this time through a proposed amendment to the Constitution offered recently by Dr. Loring, of Massachusetts, providing that the right of citizens to vote shall not be denied or abridged by the United States or by any State on account of sex, or for any reason not equally applicable to all citizens of the United States.

The Bayard resolution for the withdrawal of the legal-tender quality of the greenback is to be called up in the Senate today. Mr. Beck, of Kentucky, a Democratic member of the Senate Finance Committee, has announced his intention to speak against the resolution, and it is understood that a number of Democratic Senators have prepared speeches for and against the measure. Its defeat, however, is a foregone conclusion.

An interesting reminiscence of the early days of Republicanism in Illinois is given in the form of a letter by Judge Edwin S. Leland to the Young Men's Republican Club of Ottawa, Ill. It was in that village that the grand party of freedom had its first organization in Illinois, and in view of the fact that at that time, June 24, 1854, no similar organization existed elsewhere, it is perhaps not too much to say that the Republican party, under that name, had its origin in La Salle County.

The action of the so-called Half-Joint Convention of Eastern railroad managers in refusing to allow of any reduction in grain rates from Chicago to the East shuts off all prospect of relief from that direction of the grain blockade in this city, and gives consistency to the supposition that the speculators who hold the grain trade of Chicago by the throat and the syndicate of railroad monopolies are pooling their issues and working together. In view of the existing situation in this city the discussion yesterday before the House Committee on Commerce relative to the Reagan bill for

the regulation of Inter-State railroad traffic will excite surprise—particularly that portion wherein Representative Washburn, of Minnesota, stated that from personal knowledge he was prepared to say that rates on Western roads are no lower than they were a year ago. Mr. Washburn's means of information must be of a very peculiar character, as the impression very generally prevails hereabouts that the cost of transporting a bushel of wheat from Chicago to New York by rail is at present nearly double what it was a year ago.

The Fusion cause in Maine is getting colder and colder, and losing the confidence of the people more and more every hour. The body itself has lost its color, or, in the language of the Down-Easters, the "red-up-and-gilt" which it evinced when the doors of the Capitol were open to it. At its session yesterday several speeches were made which had about as little of confidence in them as could well be shown. They evidently are at a loss which way to turn, for in every direction they are met by the most dismal discouragement. The Republican body is moving in the even tenor of its way, and is now in good trim for the legitimate work before it. It will probably hereafter take no further notice of Lamon and his mob, except in the way of considering applications from legally elected members for permission to return to the rightful fold.

THE DUTY OF STEEL RAILS.

Mr. O. W. Potter, President of the North Chicago Rolling-Mills, gave in yesterday's Tribune considerable information having a direct bearing on the question of the enormous price of steel rails. He states that a year ago, and down to the time of the sudden rise in the price of iron, his company was selling at \$40 per ton, and that the lowest rate at which they could be sold at a profit, and at that the same time English steel rails were selling in England, in some cases, as low as \$39 per ton, subject to an American duty of \$30 per ton, and a charge for freight of \$10 per ton, making a total of not less than \$50 per ton, making the total lowest possible cost of English steel rails in this country \$85 per ton. Mr. Potter will remember, however, his own eloquent denunciation last spring at Pittsburg of the dishonest practices of Eastern iron manufacturers, who were under-selling, or cutting prices, so that they could deliver steel rails in the West cheaper than they could be made in the West; and the public will also remember that he warned them at the East that in thus underselling steel rails for Western use they were giving the solid rail a bad name, and that the so-called protective duty of \$30 per ton was a fraud and an imposition, under which the country was plundered for the benefit of a few manufacturers in Pennsylvania and Eastern Ohio. It will also be remembered that the Bessemer steel manufacturers had been giving the solid rail a bad name by reducing the production, and the extensive Vulcan Works at St. Louis (and we think two establishments in the East) to close their mills, they being paid a royalty or percentage on all the steel rails produced and sold by the remaining nine or ten mills. Through Mr. Potter's efforts, the mills did not sell any steel rails for less than \$40 per ton, it is notorious that those engaged in the manufacture did induce other mills to close, and did sell steel rails for considerably less than \$40 per ton, and out of the profits they paid to the closed mills sufficient bounties to enable the latter to not working and competing.

The cost of producer steel rails in this country was such that it admitted of their profitable sale for less than \$40 per ton, while the foreign rails could not possibly be sold here for less than \$50 per ton. The steel manufacturers therefore enjoyed this monopoly protection of 100 per cent during several years.

The manufacture of Bessemer steel rails in this country, as elsewhere, is comparatively recent. The low cost at which they can be produced, and the consequent enormous demand, has excluded the importation of foreign steel rails for several years. The following table gives the result. The first rails classed as steel rails were imported into this country in 1867. The first were produced in this country in 1867. From 1867 to 1870, both the cost of production and the price received was \$5,775 tons. After that date the domestic production and the imports of foreign steel rails were as follows:

Year.	American production.	Importation from foreign countries.
1871.	2,320	60,700
1872.	2,320	60,700
1873.	2,320	60,700
1874.	2,320	60,700
1875.	2,320	60,700
1876.	2,320	60,700
1877.	2,320	60,700
1878.	2,320	60,700
1879.	2,320	60,700
1880.	2,320	60,700

It will be seen that from July 1, 1874, to July 1, 1879, there had only been 16,316 tons of foreign steel rails imported into the United States, while the domestic production had increased to 135,000 tons. The three-termers consider the paper a strong one.

THE FIRST ANNUAL MEETING OF THE HOTEL MEN'S MUTUAL BENEFIT ASSOCIATION OF THE UNITED STATES.

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